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COMMUNIST THREAT TO THE UNITED STATES THROUGH THE CARIBBEAN

THE UNIVERSITY
OF MICHIGAN

JUN 28 1960

MAIN
READING ROOM

HEARING

BEFORE THE

SUBCOMMITTEE TO INVESTIGATE THE ADMINISTRATION OF THE INTERNAL SECURITY ACT AND OTHER INTERNAL SECURITY LAWS

OF THE

COMMITTEE ON THE JUDICIARY UNITED STATES SENATE

EIGHTY-SIXTH CONGRESS

SECOND SESSION

PART VI

TESTIMONY OF EDWARD J. WHITEHOUSE

MAY 26, 1960

Printed for the use of the Committee on the Judiciary

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Benjamin Mandel, *Director of Research*

DEPOSITED BY THE
UNITED STATES OF AMERICA

RESOLUTION

Resolved by the Internal Security Subcommittee of the Senate Committee on the Judiciary, That the testimony of Edward J. Whitehouse given in executive session on May 26, 1960, with the consent of the witness, be printed and made public.

JAMES O. EASTLAND, *Chairman.*
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Adopted June 1, 1960.

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COMMUNIST THREAT TO THE UNITED STATES THROUGH THE CARIBBEAN

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THURSDAY, MAY 26, 1960

U.S. SENATE,
SUBCOMMITTEE TO INVESTIGATE THE
ADMINISTRATION OF THE INTERNAL SECURITY ACT
AND OTHER INTERNAL SECURITY LAWS,
OF THE COMMITTEE ON THE JUDICIARY,
Washington, D.C.

The subcommittee met, pursuant to notice, at 11:05 a.m., in room 2300, New Senate Office Building, Senator Norris Cotton, presiding.

Also present: J. G. Sourwine, chief counsel; Benjamin Mandel, director of research; and Frank W. Schroeder, chief investigator.

Senator COTTON. Do you solemnly swear that the evidence you are about to give relative to the cause under inquiry by this committee shall be the truth, the whole truth, and nothing but the truth, so help you God?

Mr. WHITEHOUSE. I do, sir.

TESTIMONY OF EDWARD J. WHITEHOUSE

Mr. SOURWINE. Would you give the reporter your full name, please.

Mr. WHITEHOUSE. My full name is Edward J. Whitehouse.

Mr. SOURWINE. You are a native of Cuba?

Mr. WHITEHOUSE. I was born in Cuba.

Mr. SOURWINE. March 14, 1914?

Mr. WHITEHOUSE. That is correct.

Mr. SOURWINE. You are of British-American descent?

Mr. WHITEHOUSE. That is correct.

Mr. SOURWINE. You are the great-great-grandson of J. Henry Whitehouse, the founder of Whitehouse & Co., of New York City?

Mr. WHITEHOUSE. Yes, sir.

Mr. SOURWINE. You attended the Gulf Coast Military Academy in Mississippi in 1930, 1931, and 1932?

Mr. WHITEHOUSE. That is correct.

Mr. SOURWINE. You lived in Miami Beach for several years, and graduated as a pilot of aircraft in 1936?

Mr. WHITEHOUSE. I did.

Mr. SOURWINE. You became a copilot in Cubana Airlines in Havana in 1942?

Mr. WHITEHOUSE. Correct.

Mr. SOURWINE. You were promoted to captain in 1945?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. You later became master pilot and operated on the Havana-New York and Havana-Madrid runs?

Mr. WHITEHOUSE. That is correct.

Mr. SOURWINE. In 1952, you became Director of the Cuban Civil Aeronautics Administration?

Mr. WHITEHOUSE. Yes, sir.

Mr. SOURWINE. You were responsible for bringing a technical aviation mission from the U.S. CAA to Cuba?

Mr. WHITEHOUSE. I did.

Mr. SOURWINE. That was a three-man mission headed by Mr. Richard D. Schall?

Mr. WHITEHOUSE. That is correct.

Mr. SOURWINE. You set up training courses for traffic controllers and other technicians?

Mr. WHITEHOUSE. In Oklahoma City; yes, sir.

Mr. SOURWINE. You had a program for modernizing air navigation and traffic control in Cuba?

Mr. WHITEHOUSE. It was necessary in those days.

Mr. SOURWINE. You put this into effect?

Mr. WHITEHOUSE. Yes, sir.

Mr. SOURWINE. How long did you remain in charge of Cuba's civil aeronautics?

Mr. WHITEHOUSE. Until I resigned on the 5th of February 1959.

Mr. SOURWINE. The 5th of February, 1959 or 1958?

Mr. WHITEHOUSE. Well, right after Castro took over. He took over the 1st of January 1959.

Mr. SOURWINE. You sought and received a certificate of exoneration?

Mr. WHITEHOUSE. Yes; a copy of which I have in my files here.

Mr. SOURWINE. This certified that your acts were all correct, that your moneys were properly handled, everything in your department was OK?

Mr. WHITEHOUSE. Exactly.

Mr. SOURWINE. You thereupon sought to return to civilian employment in Cuba?

Mr. WHITEHOUSE. That is what I tried to do.

Mr. SOURWINE. You found that difficult?

Mr. WHITEHOUSE. They denied me the former job back as a master pilot.

Mr. SOURWINE. Did they tell you why?

Mr. WHITEHOUSE. Well, they said for the reason that I was pro-American, and when I asked for an explanation they referred to my dealings with the American Embassy and the mission that I had working with me, my friendship with Ambassador Smith, and many of the air attachés which were there those days.

Mr. SOURWINE. In other words, under the Castro regime you found that to be friendly to Americans disqualified you to hold responsible employment?

Mr. WHITEHOUSE. I found that out.

Mr. SOURWINE. And you were forced to flee Cuba as a refugee?

Mr. WHITEHOUSE. I was forced to leave the country.

Mr. SOURWINE. You left and came to the United States in April of 1959?

Mr. WHITEHOUSE. That is correct.

Mr. SOURWINE. You have been here since?

Mr. WHITEHOUSE. I have been here since.

Mr. SOURWINE. You live in Miami?

Mr. WHITEHOUSE. I live in Miami. I am a political refugee.

Mr. SOURWINE. You addressed a letter to this committee under date of May 19 this year?

Mr. WHITEHOUSE. I believe that is the date, yes.

Mr. SOURWINE. In which you said you had information which you thought would be of importance to the security of this country, and asked for an opportunity to testify before this committee?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Is this the letter?

Mr. WHITEHOUSE. That is the letter.

Mr. SOURWINE. Mr. Chairman, I suggest this letter might go in the record at this point.

Senator COTTON. Certainly, it will be so received.

Mr. SOURWINE. May there also be included in the record at this point the letter of recommendation from Col. Howard W. Slaton, which was attached to the letter.

Senator COTTON. That will be received.

(The documents referred to follow:)

MIAMI BEACH, *May 19, 1960.*

Senator JAMES EASTLAND,
Senate Internal Security Subcommittee,
Washington, D.C.

DEAR SENATOR EASTLAND: I am one of the many Cubans who have chosen exile because do not approve of the Communist regime that actually destroys Cuba.

Father Aguirre, who recently appeared before the subcommittee that you so honorably preside, suggested that I should write to you and offer my help and cooperation by revealing the Communist activities in Cuba's civil aviation. As you know, this is one of the country's most important and vital sectors integrated by four national air carriers and a Civil Aeronautics Commission, similar to the Federal Aviation Agency and CAB of the United States.

There are several well-known Communists holding key positions in each of the Cuban airlines and also in the National Air Federation, where they have absolute control. Last but not least, is the Civil Aeronautics Commission who also suffers the terrible effects of the Communist hold. The most important of the commission's many duties is the air traffic control. Such service is provided at the international airports of Camaguey and Havana, both considered "air traffic highly congested areas." Over 30 operators handle the traffic in the area, but "Fidelistas" and Communist personnel have created terror and total disorganization in those centers responsible for the safety of the human lives in the air. This chaotic situation increased considerably the danger of collision among the innumerable aircrafts who fly over Cuban territory. Seventy percent of the mentioned aircrafts are of American nationality.

My experience as Cubana Airlines master pilot for 17 years, plus 7 years as director of Cuba's civil aviation, have provided me with a good knowledge on the aeronautical field and familiarization with everyone connected with it.

Considering a responsibility and a duty to my country, I am willing to expose the enemies of democracy and decent way of life who operate inside Cuba's civil aviation. Therefore, I respectfully request the honor of appearing before the Senate Internal Security Subcommittee and to have the opportunity to inform the honorable Senators about the gravity of this problem.

Hoping to be useful in the splendid work that the Senate subcommittee is accomplishing and to cooperate to the freedom of Cuba, I remain,

Yours very sincerely,

(Signed) Capt. EDUARDO J. WHITEHOUSE,
Former Director of Cuba's Civil Aeronautics.

P.S.—Please find enclosed a brief biography and a photostatic copy of a letter of recommendation from Col. H. W. Slaton, former air attaché in Cuba.

U.S. AIR FORCE,
509TH AIR REFUELING SQUADRON,
509TH BOMBARDMENT WING, MEDIUM,
Pease Air Force Base, N.H., May 5, 1960.

Reply to attention of: Howard W. Slaton/509ARS.
Subject: Letter of recommendation.

To Whom It May Concern:

While serving as the U.S. air attaché to Cuba during the period from June 1954 to July 1957 I became acquainted with Mr. Eduardo J. Whitehouse. In my contacts with Mr. Whitehouse, which were both official and social, I found him to be most cooperative. He was very much interested in improving Cuban-American relations and as Director of Cuba's Civil Aeronautics, worked closely with me and other U.S. Embassy personnel in modernizing Cuba's civil aviation policies and procedures. He was instrumental in obtaining a U.S. Federal Aviation Agency mission in order to help organize Cuba's air traffic control.

Mr. Whitehouse is a very intelligent individual with a great amount of drive and enthusiasm. I wholeheartedly recommend that he be granted a resident visa in this country. I feel that he would be a definite asset to this country.

HOWARD W. SLATON,
Lieutenant Colonel, USAF, Commander.

Senator COTTON. You said they told you that you could not have your pilot license because of your being pro-American. By "they" would you care to say who whom you mean specifically?

Mr. WHITEHOUSE. Certainly; I refer to people who took charge of Cubana Airlines under Castro. One of the men was the man named Hermida.

Senator COTTON. These officials of the Cubana Airlines, are they officials of the Government? Is the Cubana Airline a privately operated and owned airline or a Government airline?

Mr. WHITEHOUSE. It is a privately owned airline.

Senator COTTON. This person to whom you have just referred, is he an official of the airline, or an official of the Government, or both?

Mr. WHITEHOUSE. He is an official of the Government and airline. It is what you call an intervener. When you intervene an enterprise, the Government puts a man there who represents the Government and takes over, practically.

Senator COTTON. In other words, the Government is actually operating the airline?

Mr. WHITEHOUSE. Actually the Government is operating the airline.

Senator COTTON. How long has this been true?

Mr. WHITEHOUSE. I think early January 1959.

Senator COTTON. You mean before the Castro regime the airline was not supervised by the Government?

Mr. WHITEHOUSE. No; it was private.

Mr. SOURWINE. This is true, is it not, of most businesses in Cuba, that they have been what the Cubans call intervened—that means the Government has taken them over?

Mr. WHITEHOUSE. They take them over the way the Government took over Cubana Airlines.

Mr. SOURWINE. They are running and controlling them whether they have title or not?

Mr. WHITEHOUSE. Exactly.

Mr. SOURWINE. It is a matter of assuming possession and control?

Mr. WHITEHOUSE. Exactly.

Mr. SOURWINE. The witness, Mr. Chairman, has several instances in which he has told us about individual companies. With the chairman's permission, I will pass that at the moment and come back to it later.

Your letter speaks of the fact that there are well-known Communists holding key positions in the Cubana Airlines and also in the National Air Federation, and you told us of the danger through Communists controlling air navigation facilities in this Caribbean area. Now, in your own words, go ahead and expand on that.

Mr. WHITEHOUSE. Well, I am going to refer to the immediate danger existing in the air traffic control in Havana, Cuba, and at the Camaguey International Airport.

Air traffic control is performed by air traffic controllers, some of whom are believed to be Communists, because of their Communist tendencies, and some others because they belong to the Partido Socialista Populaire—that is the Popular Socialist Party——

Mr. SOURWINE. This is the Communist Party in Cuba?

Mr. WHITEHOUSE. Communist. Like Luciano Albeo Rodriguez.

Mr. SOURWINE. He is the president of the Air Traffic Controllers?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. He was a one-time candidate for the Cuban Socialist Party?

Mr. WHITEHOUSE. That is right; and Cerardo Cepero.

Mr. SOURWINE. He is a member of the Popular Socialist Party?

Mr. WHITEHOUSE. He is a member of the Socialist Party; yes.

Mr. SOURWINE. What is his position with regard to air traffic control?

Mr. WHITEHOUSE. He is one of the controllers, and of course he works closely with this other fellow that I mentioned.

Mr. SOURWINE. Where does he work?

Mr. WHITEHOUSE. At the air traffic control in Havana.

Mr. SOURWINE. Havana International Airport?

Mr. WHITEHOUSE. Yes; and the immediate danger that I learned about through my contacts of Cuba, that they overheard, they learned that they are planning the creation of an accident.

Mr. SOURWINE. Who is "they"?

Mr. WHITEHOUSE. These two fellows.

Mr. SOURWINE. Go ahead.

Mr. WHITEHOUSE. By making a military airplane of the many who fly from Guantanamo Bay to Florida—and of course they cross the control area of Cuba—collide with any passenger airplane, air carrier, in order to create an accident and make it embarrassing for the United States.

Mr. SOURWINE. Before we go further, you made some reference to these matters in your letter, which has now been put in the record. That is the letter you identified. Do you now swear that the statements you made in this letter are true?

Mr. WHITEHOUSE. In my letter?

Mr. SOURWINE. Yes; in other words, the letter is also your testimony under oath?

Mr. WHITEHOUSE. Everything that is in the letter is true, sir.

Mr. SOURWINE. All right, go ahead.

Mr. WHITEHOUSE. Technically, it is possible to create an accident between two aircraft in the air by simply giving them similar instructions of flying, for instance, at the same altitude and weather with poor visibility or instrument flying, as we call it.

Mr. SOURWINE. Is it possible to do this and give it the appearance of a mere error in judgment?

Mr. WHITEHOUSE. Exactly, because they also plan, the day that takes place, if it takes place, to create a malfunction of the tape recorder so there won't be any record of such instructions. And therefore make believe that the American military airplane disobeyed the instructions of the air traffic control.

Mr. SOURWINE. They would make it appear that the accident was caused by incompetence or willful disregard of instructions on the part of an American pilot.

Mr. WHITEHOUSE. Negligence; yes, sir.

Mr. SOURWINE. Go ahead. Did you learn anything as to when this accident was planned? Was it for the near future, or the first opportunity?

Mr. WHITEHOUSE. Well, it is hard even to believe that this could be true; but there is a possibility that we cannot afford to overlook, and at least we can advise all American traffic to be extra careful. That will be one way to avoid any action like that. At the same time this came to me through a source which I cannot reveal, but as I said before, we cannot overlook not to go a little deeper into it.

Mr. SOURWINE. What was hoped to be accomplished by this accident?

Mr. WHITEHOUSE. Well, I believe that anything that could destroy the prestige of the United States would be an accomplishment for them.

Mr. SOURWINE. Did you have a question, Mr. Schroeder?

Mr. SCHROEDER. Would this be done for propaganda purposes, for more anti-U.S. propaganda?

Mr. WHITEHOUSE. I imagine, it is my point of view, that if something like this should happen the way they want to make it happen, that it would be excellent material to create propaganda with.

Senator COTTON. Were there any indications that such an incident, if it was caused to take place, would be used as an excuse to demand the relinquishment by the United States of an airbase or military bases in Cuba?

Mr. WHITEHOUSE. That is a possibility.

Senator COTTON. Well, you say it is a possibility in your opinion. Was it suggested to you from whatever source you get your information that that was one of the purposes?

Mr. WHITEHOUSE. Yes. Anything that would hurt the prestige of the United States—that is what they are after.

Senator COTTON. Well, this may not be an important point.

Mr. WHITEHOUSE. Oh, yes; I understand.

Senator COTTON. Did the person or persons from whom—and I am not, of course, asking you a thing about their identity—did they indicate—what did they indicate to you as their understanding of the purpose behind such an incident, if it should be caused?

Mr. WHITEHOUSE. Well, the first thing that they indicated was that they will make it look like criminal negligence on the part of the American aircraft. And, of course, if it so happened to have left the Guantánamo base, it will create a problem there also.

Mr. SOURWINE. With regard to the source of this information, the source is known to you?

Mr. WHITEHOUSE. The source is known to me.

Mr. SOURWINE. And you consider the source reliable?

Mr. WHITEHOUSE. It has been reliable many times.

Mr. SOURWINE. Do you have conelrad [1] in Cuba?

Mr. WHITEHOUSE. Yes. I remember when I took office in 1952, a year after I received pamphlets containing instructions and procedures for the civil population, for the civil radio stations, and what to do in case of alarm.

Mr. SOURWINE. Was this tied in with the U.S. conelrad system?

Mr. WHITEHOUSE. It is.

Mr. SOURWINE. Does the Cuban Civilian Aeronautics Administration have in its files details and information and procedures of the U.S. conelrad system?

Mr. WHITEHOUSE. Yes; they have the complete set that I did not have the opportunity to take with me.

Mr. SOURWINE. And what has happened to those documents, the instructions and details of our conelrad system, since you left, if you know?

Mr. WHITEHOUSE. Well, to the best of my knowledge they are still there. They have it, those who are in my former position there.

Mr. SOURWINE. Do you mean that these documents and this information have passed into the possession of Communist personnel?

Mr. WHITEHOUSE. Exactly; yes. It is very possible.

Mr. SOURWINE. Do you know Osvaldo Dorticos?

Mr. WHITEHOUSE. I don't know him personally, but by reference.

Mr. SOURWINE. He is the President of the Republic of Cuba?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Is he a Communist?

Mr. WHITEHOUSE. Well, he was a Communist politician in Cienfuegos and he was Juan Marinello's private secretary. Juan Marinello is considered one of the top figures of communism in Latin America.

Mr. SOURWINE. What is Marinello's position?

Mr. WHITEHOUSE. Marinello's position in Cuba now—he is in Havana now, and he has appeared in several TV programs, and is again writing articles in different magazines.

Mr. SOURWINE. Does he have a job in the Government?

Mr. WHITEHOUSE. Not that I know of.

Mr. SOURWINE. Does Raul Castro have influence in civil aviation in Cuba?

Mr. WHITEHOUSE. Yes; he has been seen quite often in the commission and also in Cubana Airlines, and he is very close to the areonautical field there.

Mr. SOURWINE. Is Raul Castro a Communist?

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[1] A nationwide U.S. radio warning and information system to be utilized in case of attack or threat of attack.

Mr. WHITEHOUSE. I have not seen his card, but everything points out that he is.

Mr. SOURWINE. Is he generally regarded in Cuba as a Communist?

Mr. WHITEHOUSE. To all Cubans he is a Communist.

Mr. SOURWINE. That is, the Cubans consider him a Communist?

Mr. WHITEHOUSE. Yes, sir.

Mr. SOURWINE. Do you know Victor Pina?

Mr. WHITEHOUSE. Victor Pina used to work under my orders in the commission.

Mr. SOURWINE. What was his position?

Mr. WHITEHOUSE. His position was he took care of the ICA manuals—that is International Civil Aviation.

Mr. SOURWINE. Is he a member of the Communist Party?

Mr. WHITEHOUSE. He has always been suspected of being one, but he did his job; and he was a very quiet kind of a person, and not being a politician myself I never carried any antagonism for him.

Mr. SOURWINE. Is he a member of the Commision Aeronautica?

Mr. WHITEHOUSE. Well, now he is a commissioner, and he is an army captain, and, according to what people say, he is one of the top Communist figures.

Mr. SOURWINE. From whom does he take his orders, if you know?

Mr. WHITEHOUSE. He takes his orders directly from Raul Castro—and I think from Raul Castro directly.

Mr. SOURWINE. Does he have any dealings with Ernesto Guevara—"Che" Guevara?

Mr. WHITEHOUSE. I heard he also takes orders from Ernesto "Che" Guevara.

Mr. SOURWINE. Do you known an engineer named Monzon?

Mr. WHITEHOUSE. I do not know him. This man I have not even seen, but according to information passed to me he is one of Pina's men, who supervise the commission. He is an engineer.

Mr. SOURWINE. He is a Communist?

Mr. WHITEHOUSE. He is believed to be one.

Mr. SOURWINE. Do you know Claudio Medina?

Mr. WHITEHOUSE. I know him slightly.

Mr. SOURWINE. Is he connected with the Commision Aeronautica?

Mr. WHITEHOUSE. He is one of the members of the commission.

Mr. SOURWINE. Is he a Communist?

Mr. WHITEHOUSE. To the best of my knowledge, and I did some checking on him with Orlando Pedra, who used to be head of the chief of police in Cuba, and in his files he is described as a Communist, and he used to represent—he was in the bus syndicate in the city of Havana.

Mr. SOURWINE. Was he a Communist delegate in the city bus administration?

Mr. WHITEHOUSE. That is exactly what he was.

Mr. SOURWINE. Now, you mentioned Luciano Rodriguez and Cerardo Cepero.

Mr. WHITEHOUSE. Yes; those are the ones I mentioned before.

Mr. SOURWINE. They are the two involved in the plot to cause an accident?

Mr. WHITEHOUSE. Yes; and those are the two who are creating a state of terror in the air traffic control—among the air traffic controllers, most of whom are very, very good boys.

Mr. SOURWINE. How did these two gain their power? Is it through the union or because of their position with the Government, or just how?

Mr. WHITEHOUSE. Because of their position with the Government, because they are among the few that never wanted to go to the Oklahoma training center of the CAA for their scholarships. That meant 9 months training. Nearly every traffic controller was very pleased to receive such training and to obtain such a certificate. Now these two never wanted to go.

Mr. SOURWINE. You say it is because of their position with the Government. Do they have official positions with the Government, or is it merely a matter of Government backing for what they do?

Mr. WHITEHOUSE. I think they have backing. I do not know if they have a position with the Government. But I know they have backing, because they have absolute control—it is a minority who controls a majority.

Mr. SOURWINE. Do you know Francisco Albear?

Mr. WHITEHOUSE. Yes, Francisco Albear used to be the supervisor of the air traffic control.

Mr. SOURWINE. What is his present position?

Mr. WHITEHOUSE. I think his present position is the same as it used to be.

Mr. SOURWINE. Is he a Communist?

Mr. WHITEHOUSE. I could not say that he is. He is strongly linked with these other people. But I could not say that he is a Communist. Maybe he is a sympathizer.

Mr. SOURWINE. You gave us his name, along with several others—Lanza, Castillo, C. Martinez, as having recently joined the Communist Party. Is this on the basis of reports that have come to you?

Mr. WHITEHOUSE. Yes, reports that come to me. But you see, I say also here, not confirmed.

Mr. SOURWINE. Not confirmed?

Mr. WHITEHOUSE. Not confirmed.

Mr. SOURWINE. You have these reports from sources believed to you to be reliable?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Do you know Alberto Guerra?

Mr. WHITEHOUSE. Yes, sir. Alberto Guerra—this is a little amazing. He is a man with a family of about four or five kids, all ages, and a wife and a sister, and he was practically hungry when he was recommended to me as a watchman. For that purpose, I gave him quarters, two rooms, right next to the building where I kept the electronic equipment. He did his job.

Mr. SOURWINE. The electronic equipment for what?

Mr. WHITEHOUSE. For air traffic communications.

Mr. SOURWINE. Go ahead. You said he did his job.

Mr. WHITEHOUSE. He did his job.

Senator COTTON. You mean as a watchman?

Mr. WHITEHOUSE. As a watchman, yes. But right after January 1, 1959, he was—let's say—he was mentioned to me as being a top man in the Communist Party in Cuba.

Mr. SOURWINE. This information came to you from the source you believe to be reliable?

Mr. WHITEHOUSE. Very reliable.

Mr. SOURWINE. Very reliable?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Do you know Mario Torres Menier?

Mr. WHITEHOUSE. He used to be a very good friend of mine.

Mr. SOURWINE. What is his position?

Mr. WHITEHOUSE. His position—he is one of the commissioners.

Mr. SOURWINE. Of the Commision Aeronautica?

Mr. WHITEHOUSE. Yes. And I am sorry to say that, under pressure, because I cannot think of any other reason—he is an old man—under pressure of these people, he is doing whatever they tell him to do.

Mr. SOURWINE. You mean he is under the influence of Victor Pina?

Mr. WHITEHOUSE. I think he is under the influence of Victor Pina, and I think maybe he and his family have been threatened.

Mr. SOURWINE. Does he have any association with Gen. Alberto Bayo?

Mr. WHITEHOUSE. He is a very good friend of Alberto Bayo.

Mr. SOURWINE. Alberto Bayo is a well-known Communist, is he not?

Mr. WHITEHOUSE. To the best of my knowledge, yes.

Mr. SOURWINE. A basic instructor on guerrilla tactics and so forth.

Mr. WHITEHOUSE. Exactly. He fought in the Spanish war.

Mr. SOURWINE. It has been reported that Alberto Bayo is the real author of the guerrilla handbook which is now being distributed in hundreds of thousands in Cuba under the name of "Che" Guevara. Do you know whether this is so?

Mr. WHITEHOUSE. I strongly believe that it is so.

Mr. SOURWINE. Do you know Alvarez Tabio?

Mr. WHITEHOUSE. I know him, yes.

Mr. SOURWINE. Who is he?

Mr. WHITEHOUSE. Alvarez Tabio is an airline pilot from an airline called Espresso Aerea of Cuba.

Mr. SOURWINE. Is he a Communist?

Mr. WHITEHOUSE. He is suspected to be a Communist, and his father, I believe, was a very high-ranking figure in the Communist Socialist Party.

Mr. SOURWINE. Is Tabio a commissioner?

Mr. WHITEHOUSE. He is one of the commissioners.

Mr. SOURWINE. How many commissioners are there on the commission?

Mr. WHITEHOUSE. Four commissioners.

Mr. SOURWINE. Who are the commissioners at the present time?

Mr. WHITEHOUSE. At the present time—well, Alvarez Tabio, Torres Menier, Mario Haedo. No, there are only three commissioners.

Mr. SOURWINE. Three commissioners?

Mr. WHITEHOUSE. Yes. They have increased——

Mr. SOURWINE. Menier and Tabio.

Mr. WHITEHOUSE. Yes, they have increased the number of commissioners with Pina. I know Pina is one of them. I don't recall anybody else.

Mr. SOURWINE. Did you give us a list of airline pilots who had been reported to you to be Communists?

Mr. WHITEHOUSE. Yes, sir.

Mr. SOURWINE. Captain Armada?

Mr. WHITEHOUSE. Captain Armada is the actual delegate in Q Airlines.

Mr. SOURWINE. Delegate of whom?

Mr. WHITEHOUSE. Delegate is like when you intervene a company. There is a name for it.

Mr. SOURWINE. He is a Government official?

Mr. WHITEHOUSE. Government official.

Mr. SOURWINE. What the Russians would call a commissar?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Do you know Armada's first name?

Mr. WHITEHOUSE. I do not.

Mr. SOURWINE. Capt. Mario Cabrera?

Mr. WHITEHOUSE. I don't know him personally either, but he is very attached to this Armada.

Mr. SOURWINE. He is reported to you as a Communist?

Mr. WHITEHOUSE. He is suspected to be one.

Mr. SOURWINE. Capt. Roberto Cendoya?

Mr. WHITEHOUSE. Yes, I have very different reports in regard to Cendoya, that he is, from different sources.

Mr. SOURWINE. You mean the same report from different sources?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Sources believed by you to be reliable?

Mr. WHITEHOUSE. Yes. Also Chavez, whom I don't know.

Mr. SOURWINE. Captain Chavez?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. A pilot?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Do you know his first name?

Mr. WHITEHOUSE. I do not.

Mr. SOURWINE. Do you know Capt. Rafael Trujillo?

Mr. WHITEHOUSE. I know him personally. Again, I have different sources of information regarding the suspicion of he being a Communist.

Mr. SOURWINE. That is, sources which confirm each other?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Do you know if he is any relation to the head of the Dominican Republic?

Mr. WHITEHOUSE. No; none whatsoever. We used to kid him for that. He has the same name.

Mr. SOURWINE. Mario Llaneras.

Mr. WHITEHOUSE. I know him.

Mr. SOURWINE. Has he been reported to you as a Communist?

Mr. WHITEHOUSE. He has been reported to me as one.

Mr. SOURWINE. You have no personal information as to whether this is true?

Mr. WHITEHOUSE. No.

Mr. SOURWINE. Is that true with regard to all these, that you have no personal information, reports that come to you from sources you believe are reliable?

Mr. WHITEHOUSE. That I believe true; yes.

Mr. SOURWINE. Roberto Verdaguer?

Mr. WHITEHOUSE. Yes; these two are brothers exiled in Miami.

Mr. SOURWINE. Roberto and Guillermo?

Mr. WHITEHOUSE. Yes; both. They were in Miami exiled when Batista was in office. Now they are army captains. They are captains for the military air forces. They are also reported to be suspected of communism.

Mr. SOURWINE. Do you know a pilot named Semidey?

Mr. WHITEHOUSE. I don't know his first name, but he is also linked with this other group.

Mr. SOURWINE. Does that conclude the list of the airline pilots who have been reported to you as Communists?

Mr. WHITEHOUSE. No; because I have to mention the pilots of Cubana Airlines.

Mr. SOURWINE. In other words, the pilots you have mentioned so far are pilots for Aerovias Q?

Mr. WHITEHOUSE. Yes, sir.

Mr. SOURWINE. Now, the Cubana Airlines pilots reported to you as Communists. Is one of them Cesar Alarcon?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Is he a pilot or copilot?

Mr. WHITEHOUSE. He is a copilot. And he is very close to Raul Castro, and Victor Pina. As a matter of fact, he took the trip with Victor Pina to—they say they went to Yugoslavia to buy the—arrange for the purchase of the MIG's of the Cuban Air Force.

Mr. SOURWINE. This is a new subject. Let's pursue it. We will come back in a moment. You tell us Cuba has arranged for the purchase of MIG's, fast aircraft?

Mr. WHITEHOUSE. Yes; it is a pursuit airplane.

Mr. SOURWINE. Is that a jet aircraft?

Mr. WHITEHOUSE. Jet.

Mr. SOURWINE. Made in Czechoslovakia?

Mr. WHITEHOUSE. I don't know where they are made.

Mr. SOURWINE. Or made in Russia?

Mr. WHITEHOUSE. I think they are made in Russia.

Mr. SOURWINE. But the purchase was arranged through Czechoslovakia?

Mr. WHITEHOUSE. Yugoslavia.

Mr. SOURWINE. And Victor Pina and Cesar Alarcon went to Yugoslavia to arrange this purchase?

Mr. WHITEHOUSE. Yes; and then stayed abroad for more than a month.

Mr. SOURWINE. How many of these aircraft were bought; do you know?

Mr. WHITEHOUSE. I was given an amount of 16.

Mr. SOURWINE. Have any of them been delivered?

Mr. WHITEHOUSE. But I have no way of confirming it.

Mr. SOURWINE. Have any of them been delivered?

Mr. WHITEHOUSE. Recently friends of mine who have come from Cuba told me they have seen the crates, boxes containing the airplanes, at the San Antonio base.

Mr. SOURWINE. Do you know if any of them have been assembled?

Mr. WHITEHOUSE. No.

Mr. SOURWINE. Have any of them been seen flying?

Mr. WHITEHOUSE. No; because this information—I received this information a month ago, so between then and now, I do not know what has happened.

Mr. SOURWINE. Are there any pilots in Cuba who can pilot MIG's?

Mr. WHITEHOUSE. I do not think there are Cuban pilots that can pilot MIG's. But Chinese pilots have been seen in Cuba, in San Antonio base.

Mr. SOURWINE. Are there in Cuba mechanics who could assemble MIG's?

Mr. WHITEHOUSE. Also technicians, foreign technicians.

Mr. SOURWINE. Foreign?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Chinese?

Mr. WHITEHOUSE. About the technicians, they did not say if they were Chinese or Russian.

Mr. SOURWINE. Chinese or Russian technicians. Now, 16 does not seem to us in this country like a large number of planes. Is this an important number in view of the size and composition of the Cuban Air Force?

Mr. WHITEHOUSE. Well, the Cuban Air Force right now, they do not have but two or three C–Furies. That is a fast aircraft for pursuit purposes.

Mr. SOURWINE. Is the MIG a much better airplane than anything in the Caribbean at the present time?

Mr. WHITEHOUSE. I think so. They cannot compare to the American jet pursuit planes, but they are supposed to be very good.

Mr. SOURWINE. The MIG is an aircraft which was used in the war in the Pacific?

Mr. WHITEHOUSE. No; it was used in the war of Korea.

Mr. SOURWINE. It was used in the Korean war. It is a relatively modern aircraft?

Mr. WHITEHOUSE. Yes; it has been modernized.

Mr. SOURWINE. A pursuit and attack aircraft?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Do you know J. Triana?

Mr. WHITEHOUSE. Yes; I know him very well.

Mr. SOURWINE. What is his position?

Mr. WHITEHOUSE. His position now—he is copilot in Cubana Airlines, and now he heads—he is the president of the Air Pilots Association.

Mr. SOURWINE. Of Cuba?

Mr. WHITEHOUSE. In Cuba.

Mr. SOURWINE. And has he been reported to you as a Communist?

Mr. WHITEHOUSE. He is reported to me as being a Communist. And of course he has a big influence in the aeronautical field, due to his relations with Raul Castro and Victor Pina.

Mr. SOURWINE. What are his relations with Raul Castro?

Mr. WHITEHOUSE. Very close relations.

Mr. SOURWINE. How about F. Tuya?

Mr. WHITEHOUSE. He fits in the same place as Triana.

Mr. SOURWINE. What do you mean by that?

Mr. WHITEHOUSE. That he is also suspected as being a member of the Communist Party. He is also very linked with Victor Pina and Raul Castro.

Mr. SOURWINE. Is he also active in the Cuban Pilots' Association?

Mr. WHITEHOUSE. Yes; I think he is a secretary or vice president, I believe. I am not sure.

Mr. SOURWINE. Do you know Antonio Sanson?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. What is his position?

Mr. WHITEHOUSE. His position, it is copilot in Cubana Airlines, and captain in the Cuban military air forces.

Mr. SOURWINE. Do you know a copilot named Nobregas?

Mr. WHITEHOUSE. I do.

Mr. SOURWINE. Do you know his first name?

Mr. WHITEHOUSE. Leslie.

Mr. SOURWINE. How do you spell it?

Mr. WHITEHOUSE. L-e-s-l-i-e.

Mr. SOURWINE. What is his position?

Mr. WHITEHOUSE. His position is copilot of Cubana Airlines, and actual vice president of the same company.

Mr. SOURWINE. Does he in any sense represent the Government in that company?

Mr. WHITEHOUSE. Yes, he was one of the commissars.

Mr. SOURWINE. Delegates, you call them?

Mr. WHITEHOUSE. Delegates, yes.

Mr. SOURWINE. When it was intervened?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Is he a Communist?

Mr. WHITEHOUSE. I could not—I am not sure if he is or not, but I have been informed that he has joined.

Mr. SOURWINE. By a source which you believe reliable?

Mr. WHITEHOUSE. The same source as the others.

Mr. SOURWINE. Do you know Tito Hermida?

Mr. WHITEHOUSE. I do.

Mr. SOURWINE. What is his position?

Mr. WHITEHOUSE. He is president of the Cubana Airlines.

Mr. SOURWINE. President?

Mr. WHITEHOUSE. President.

Mr. SOURWINE. Is he also a pilot?

Mr. WHITEHOUSE. No, he is not a pilot.

Mr. SOURWINE. Has he been reported to you as a Communist?

Mr. WHITEHOUSE. He has.

Mr. SOURWINE. Do you know Alonso Hidalgo?

Mr. WHITEHOUSE. Alonso Hidalgo used to be a representative of the Government and all the airline companies, and used to be vice consul of Cuba in Miami.

Mr. SOURWINE. Is he a Communist?

Mr. WHITEHOUSE. It has been reported that he is a top figure in the Communist Party of Cuba.

Mr. SOURWINE. Do you know Gustavo Mas?

Mr. WHITEHOUSE. Gustavo Mas, yes, I know him.

Mr. SOURWINE. What is his position?

Mr. WHITEHOUSE. Gustavo Mas is the secretary general of the National Air Federation of Cuba. He composed the syndicate.

Mr. SOURWINE. What do you mean by the syndicate?

Mr. WHITEHOUSE. Well, everybody who works in Cuba's aeronautics has to be a member of the syndicate.

Mr. SOURWINE. This is different from the pilots' association?

Mr. WHITEHOUSE. Oh yes, it is different.

Mr. SOURWINE. Well, what is the syndicate—a voluntary organization, or a government organization?

Mr. WHITEHOUSE. It is an organization to which you have to belong in order to be able to work. He is under the CTC of Cuba.

Mr. SOURWINE. When Victor Pina and Cesar Alarcon went to Yugoslavia, do you know if they proceeded from there to Moscow?

Mr. WHITEHOUSE. I was informed by very reliable sources that they went to Moscow for quite some time.

Mr. SOURWINE. Do you know Jose Menendez?

Mr. WHITEHOUSE. Jose Menendez—no, I don't know him.

Mr. SOURWINE. Do you know who he is?

Mr. WHITEHOUSE. I believe he works at the post office in Key West. And I had reports that he meets every flight, every Q Airlines flight, in which any of these aforementioned pilots come, and they sort of get together and make exchanges—maybe exchange letters or information. I could not swear to it, because I just—it is information that I have received. But I thought it was a good thing to mention.

Mr. SOURWINE. Now you mentioned CTC. Is that the Cuban Federation of Labor?

Mr. WHITEHOUSE. That's right.

Mr. SOURWINE. That is Communist controlled?

Mr. WHITEHOUSE. It is Communist controlled.

Mr. SOURWINE. Now, is the CTC the Federation—I mean is CTC the syndicate, or is the syndicate a part of the CTC, or are they two different things?

Mr. WHITEHOUSE. The syndicate is part of the CTC.

Mr. SOURWINE. Mr. Whitehouse, have you now told us all that you know about Communists or persons reported to you to be Communists in civil aeronautics in Cuba?

Mr. WHITEHOUSE. I believe I covered everyone I know.

Mr. SOURWINE. Now, do you have any personal knowledge respecting the procedure which is followed when a business firm is intervened or taken over by the Government in Cuba?

Mr. WHITEHOUSE. Yes, I do.

Mr. SOURWINE. Tell us about that.

Mr. WHITEHOUSE. Well, they are taken—they are all taken in a similar way. They simply go there and ask for the keys, bank account, combination to the safe, and tell the owner to leave, with no explanation whatsoever.

Mr. SOURWINE. Do you know of one particular instance in which this was done?

Mr. WHITEHOUSE. Certainly—although the former owners of this business which was intervened recently are still in Cuba, and their lives—their safety could be jeopardized if this was known in Cuba.

Mr. SOURWINE. I am simply trying to make the point that in the instance you are now going to tell us about, you are speaking from personal knowledge.

Mr. WHITEHOUSE. From personal knowledge.

Mr. SOURWINE. I will not ask you to name the firm, but this was a substantial manufacturing concern?

Mr. WHITEHOUSE. Yes.

Mr. SOURWINE. Now what happened in this instance? Was there any advance warning that it was to be intervened or taken over?

Mr. WHITEHOUSE. No. Everything was normal. They simply went there one morning and asked the owner to turn over everything, and when he asked for a receipt, they would not give it to him. They told him to leave, that the Government was taking over.

Mr. SOURWINE. Did they ask him for his keys?

Mr. WHITEHOUSE. They asked him for his keys, and he was forced to reveal the combination of the safe. And he is not allowed to go into his office any more.

Mr. SOURWINE. The Government did not take title—they did not ask him to sign anything?

Mr. WHITEHOUSE. Nothing.

Mr. SOURWINE. They just forcibly put him out?

Mr. WHITEHOUSE. Exactly.

Mr. SOURWINE. Who is running that establishment now—some subordinate of the original owner, or has the Government put a man in to run it?

Mr. WHITEHOUSE. Yes, it was in the papers, and it is run by a sergeant of the revolutionary army whose name I do not recall.

Mr. SOURWINE. Did he have any training in this particular business?

Mr. WHITEHOUSE. It does not seem that way, that a simple sergeant could be capable of running a business that takes the knowledge of a lifetime to do.

Mr. SOURWINE. You have expressed to us in conference an opinion as to the objective or one of the objectives in this process of intervening. Do you care to express that opinion here, why it is being done, what the objective is?

Mr. WHITEHOUSE. Well, it is simply by going back to a little history. Communism does not grow in countries where they have welfare and they have no poverty. So the first thing that they try to do is to create that kind of poverty and desperation between the people who work. They do that by purposely wrecking all the business.

Mr. SOURWINE. Are you saying that the present Government of Cuba, that is the Castro government, is deliberately trying to wreck the economy of Cuba?

Mr. WHITEHOUSE. I am convinced of it. And a good example of it—and I am talking about something that I really know, it is right in my line—it is the Cuban airlines. Right now, the way they manage that enterprise, they are losing about five times as much as they used to lose before, due to bad management. By bad management I mean that they do not even obtain the necessary parts for the airplanes. For instance, they take two of the big Britannias, which are worth $4 million and $5 million each, and they use them for spare

parts. This is known as aeronautical cannibalism. They take parts from an airplane in order to keep one in the air. Well, this is terrible, when an airline does something like that. It shows what kind of management they have.

Mr. SOURWINE. Have you heard Fidel Castro define democracy?

Mr. WHITEHOUSE. Yes, I was amazed to hear in his speech of May 1 his definition of true democracy was that a country like Cuba who could afford to give every citizen, including children and old people and women, a rifle to defend themselves against foreign aggression. I guess he meant the United States. And he dared this country to try and do the same, by placing a rifle in the hands of every southern Negro in this country.

Mr. SOURWINE. Mr. Chairman, I have no other questions to ask at this time. I think if we should eventually go to a public session, there might be other questions to be asked. For the purpose of this executive session, I believe we have covered the ground.

Senator COTTON. Thank you. I wish to ask one question. In your capacity, you were acquainted, and until quite recently acquainted, with most of the pilots and copilots of the Cuban airlines?

Mr. WHITEHOUSE. Yes. I am.

Senator COTTON. And you know what sort of people they are?

Mr. WHITEHOUSE. Of course.

Senator COTTON. In your opinion, what percentage of them would you—I realize this is just a guess—but what percentage of them would you estimate are today actually in sympathy with the Communists?

Mr. WHITEHOUSE. I would say, a very close figure would be about 15 or 20 percent of them.

Senator COTTON. 15 or 20 percent?

Mr. WHITEHOUSE. Yes. And I may add that none of these Communist sympathizers are those who are capable pilots, but those who never really amounted to very much.

Senator COTTON. They are in a sense the lunatic fringe?

Mr. WHITEHOUSE. Yes. Those pilots who never did study, never bettered themselves.

Senator COTTON. Thank you. We will recess the hearing subject to call of the Chair.

(Whereupon, at 12:05 p.m., the hearing was recessed, subject to call of the Chair.)

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